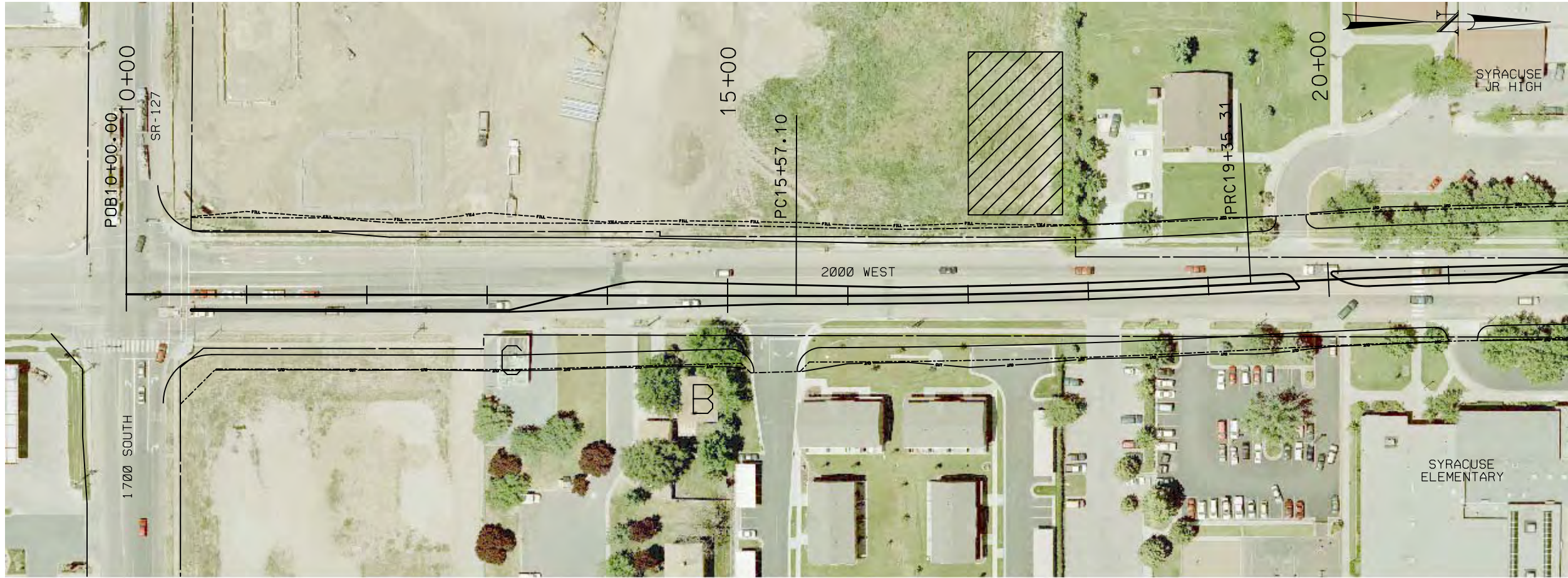
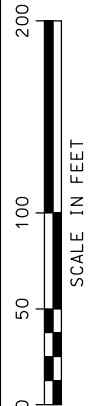


WEST ALTERNATIVE



4(F) ALTERNATIVE



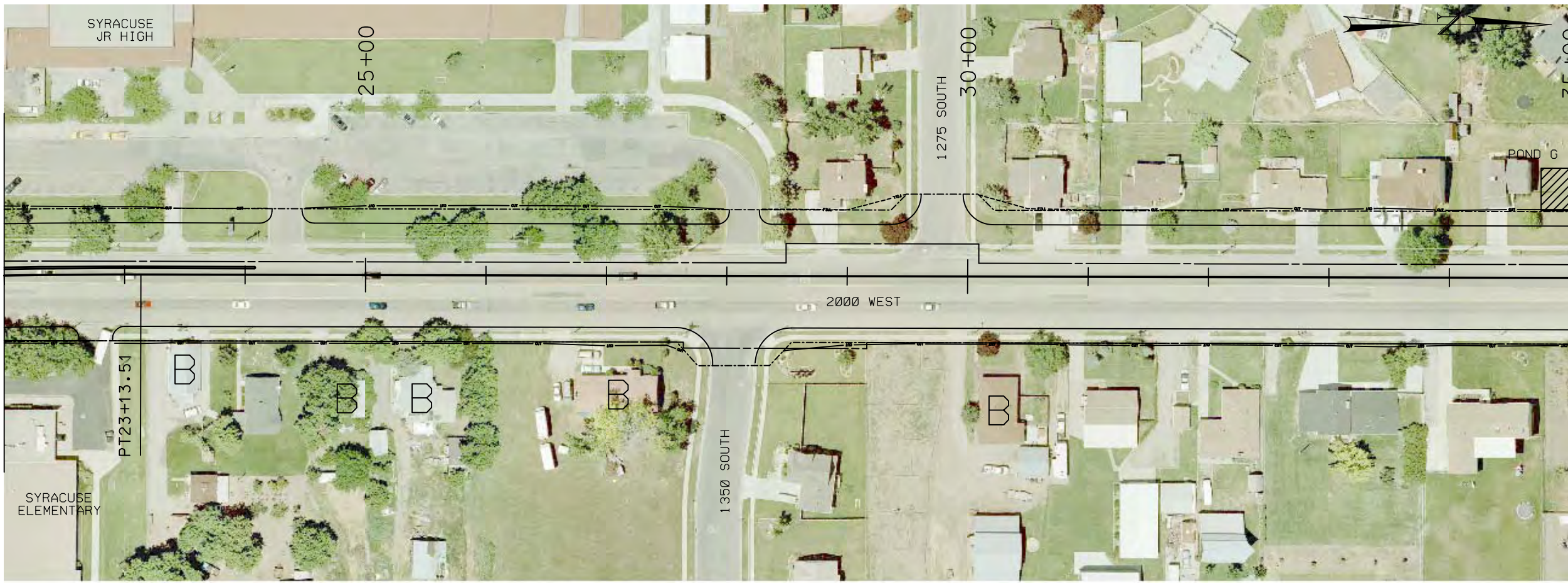
SEE SHEET 1 OF 37
MATCH LINE STATION 22+00



MATCH LINE STATION 35+00
SEE SHEET 3 OF 37

WEST ALTERNATIVE

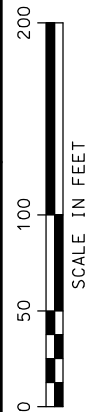
SEE SHEET 1 OF 37
MATCH LINE STATION 22+00



MATCH LINE STATION 35+00
SEE SHEET 3 OF 37

4(F) ALTERNATIVE

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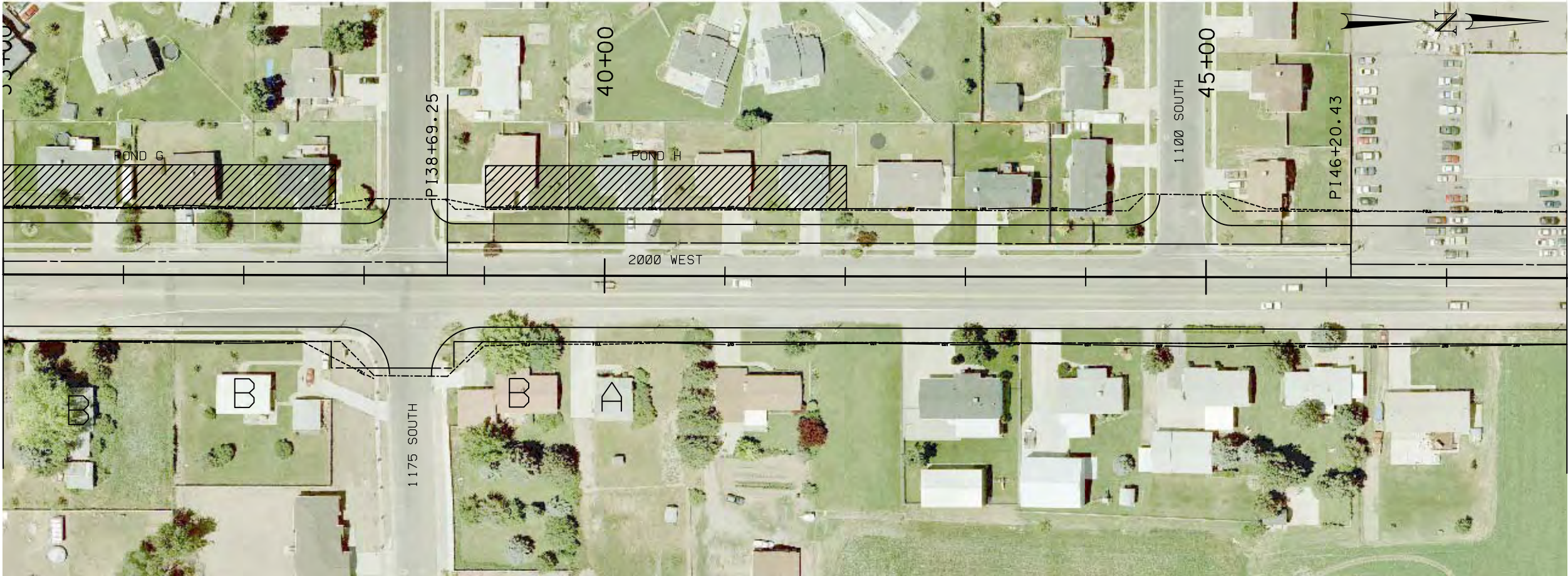
ROADWAY ALTERNATIVES

FIGURE NO.

SHEET

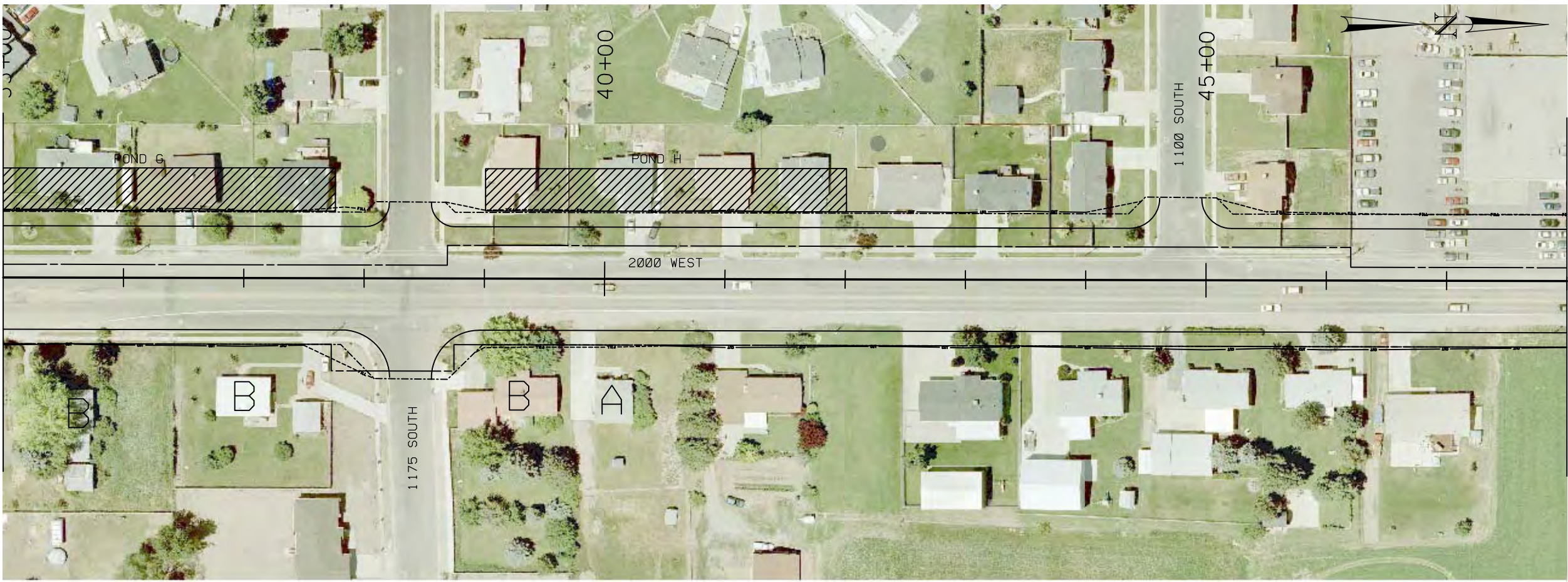
2 of 37

SEE SHEET 2 OF 37
MATCH LINE STATION 35+00



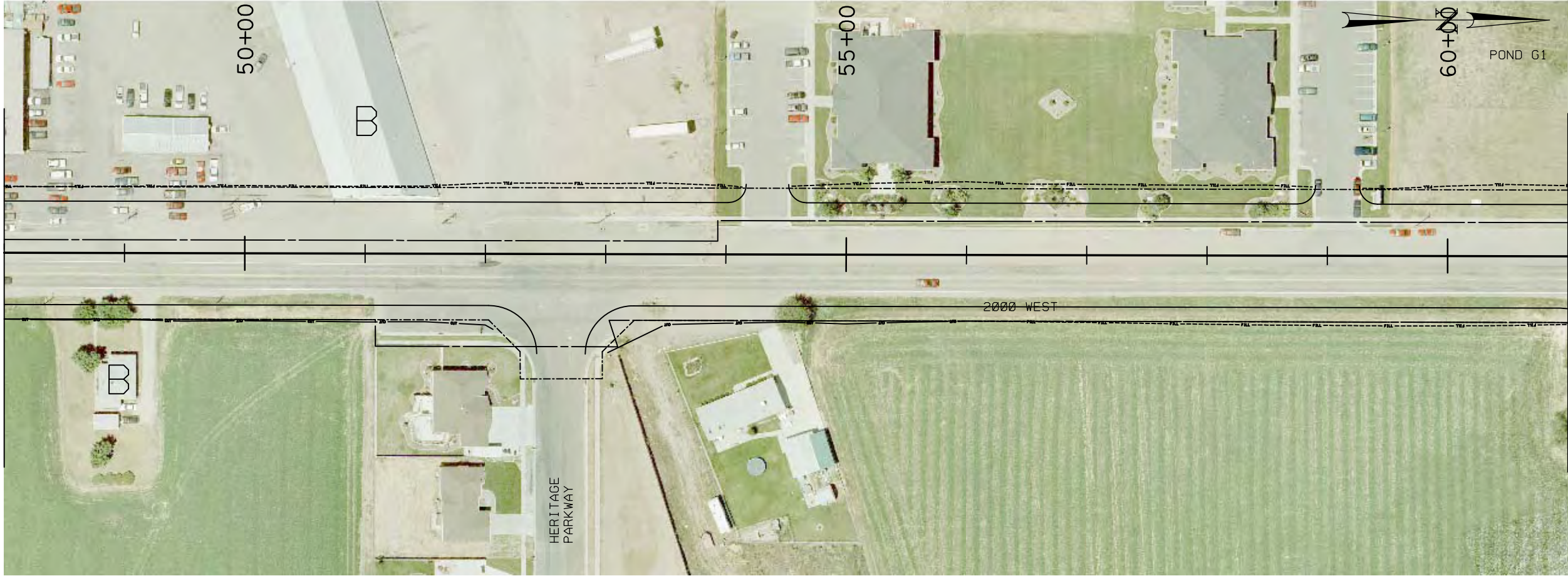
WEST ALTERNATIVE

SEE SHEET 2 OF 37
MATCH LINE STATION 35+00



4(F) ALTERNATIVE

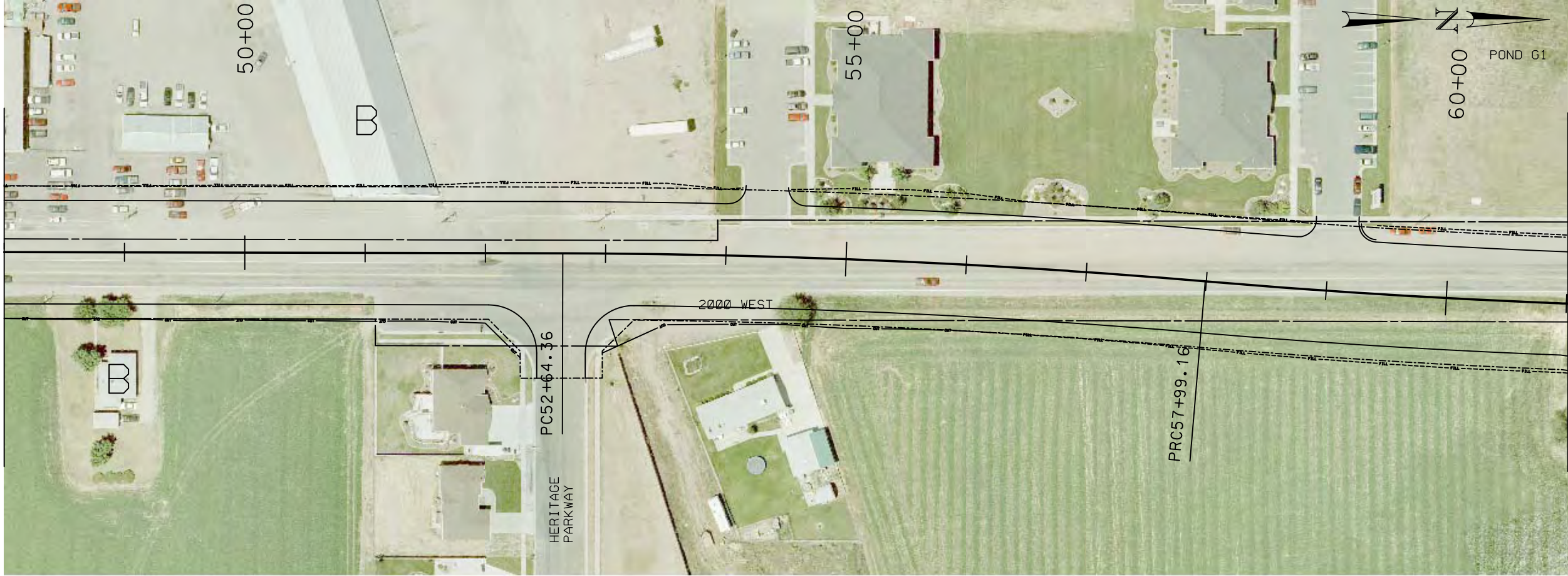
SEE SHEET 3 OF 37
MATCH LINE STATION 48+00



MATCH LINE STATION 61+00
SEE SHEET 5 OF 37

WEST ALTERNATIVE

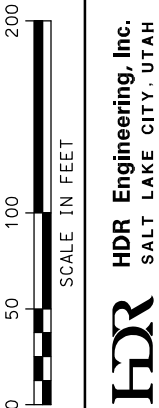
SEE SHEET 3 OF 37
MATCH LINE STATION 48+00



MATCH LINE STATION 61+00
SEE SHEET 5 OF 37

4(F) ALTERNATIVE

SR-108
ENVIRONMENTAL
IMPACT STATEMENT



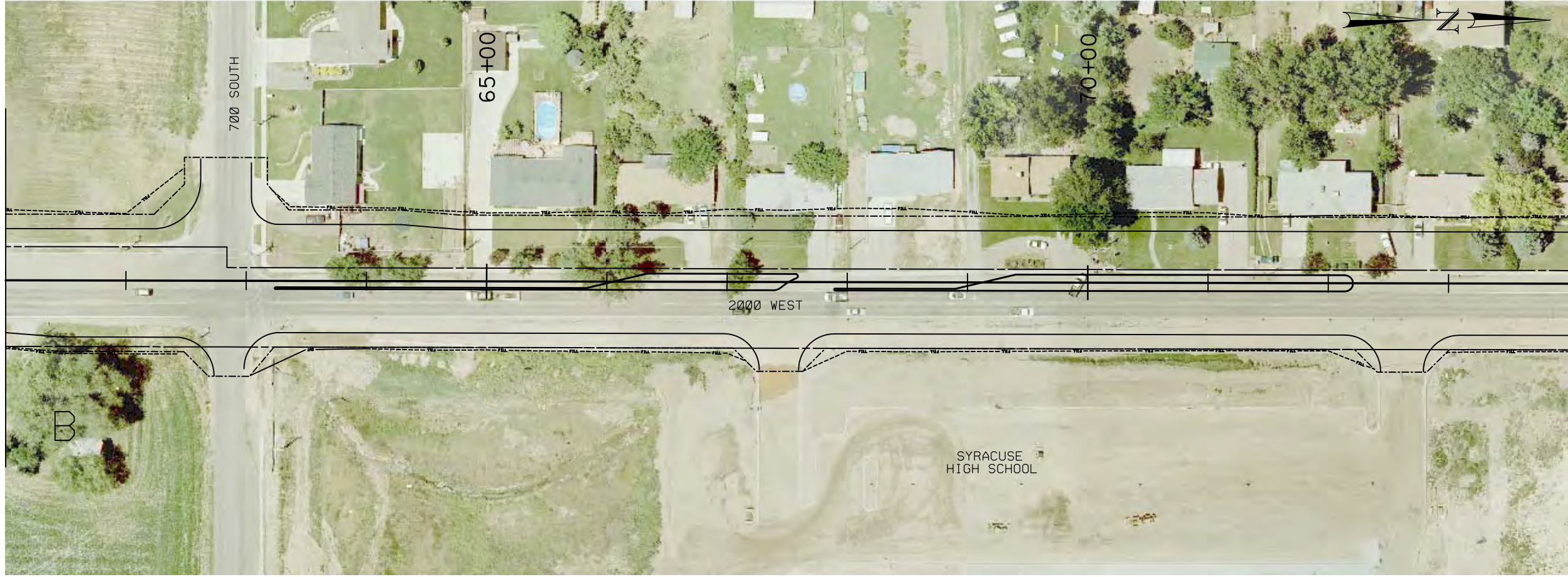
ROADWAY ALTERNATIVES

FIGURE NO.

SHEET

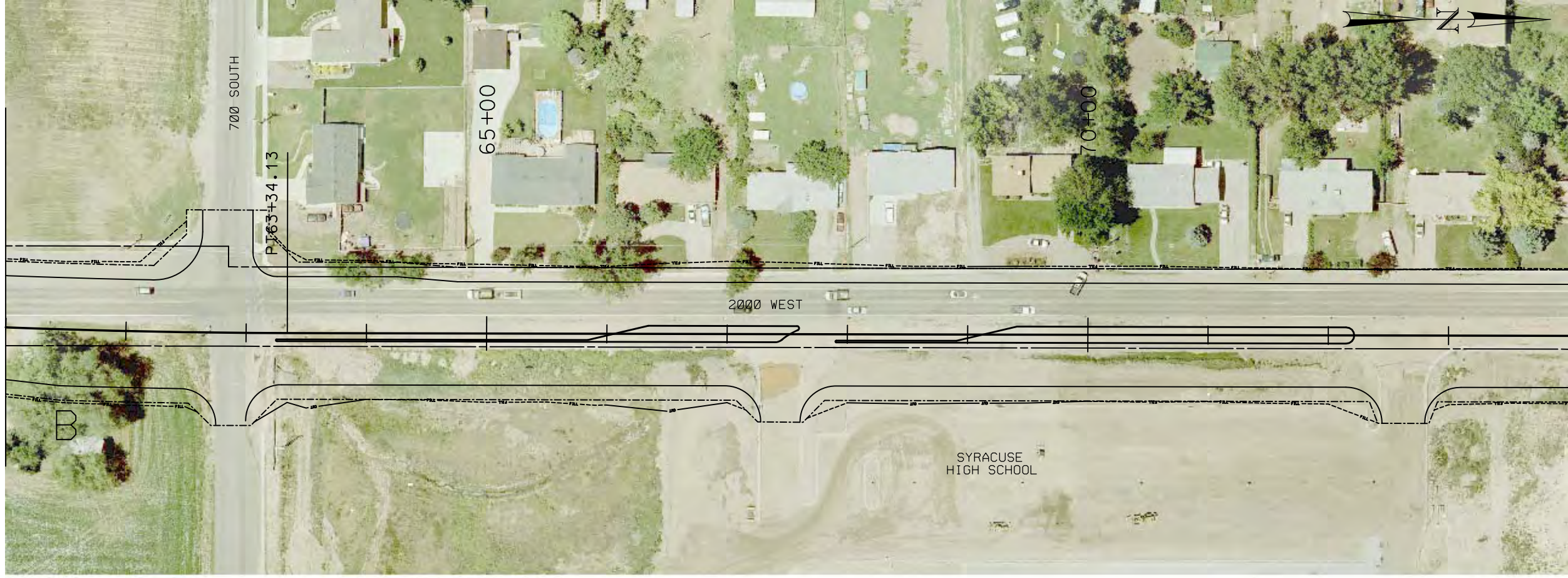
4 of 37

SEE SHEET 4 OF 37
MATCH LINE STATION 61+00

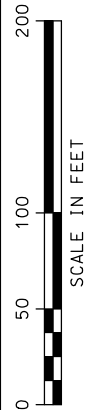


WEST ALTERNATIVE

SEE SHEET 4 OF 37
MATCH LINE STATION 61+00



4(F) ALTERNATIVE



SEE SHEET 5 OF 37
MATCH LINE STATION 74+00



MATCH LINE STATION 87+00
SEE SHEET 7 OF 37

WEST ALTERNATIVE

SEE SHEET 5 OF 37
MATCH LINE STATION 74+00



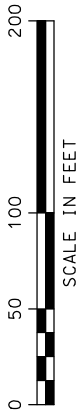
MATCH LINE STATION 87+00
SEE SHEET 7 OF 37

4(F) ALTERNATIVE

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ROADWAY ALTERNATIVES

FIGURE NO.

SHEET

6 of 37

SEE SHEET 6 OF 37
MATCH LINE STATION 87+00

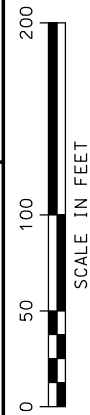


WEST ALTERNATIVE

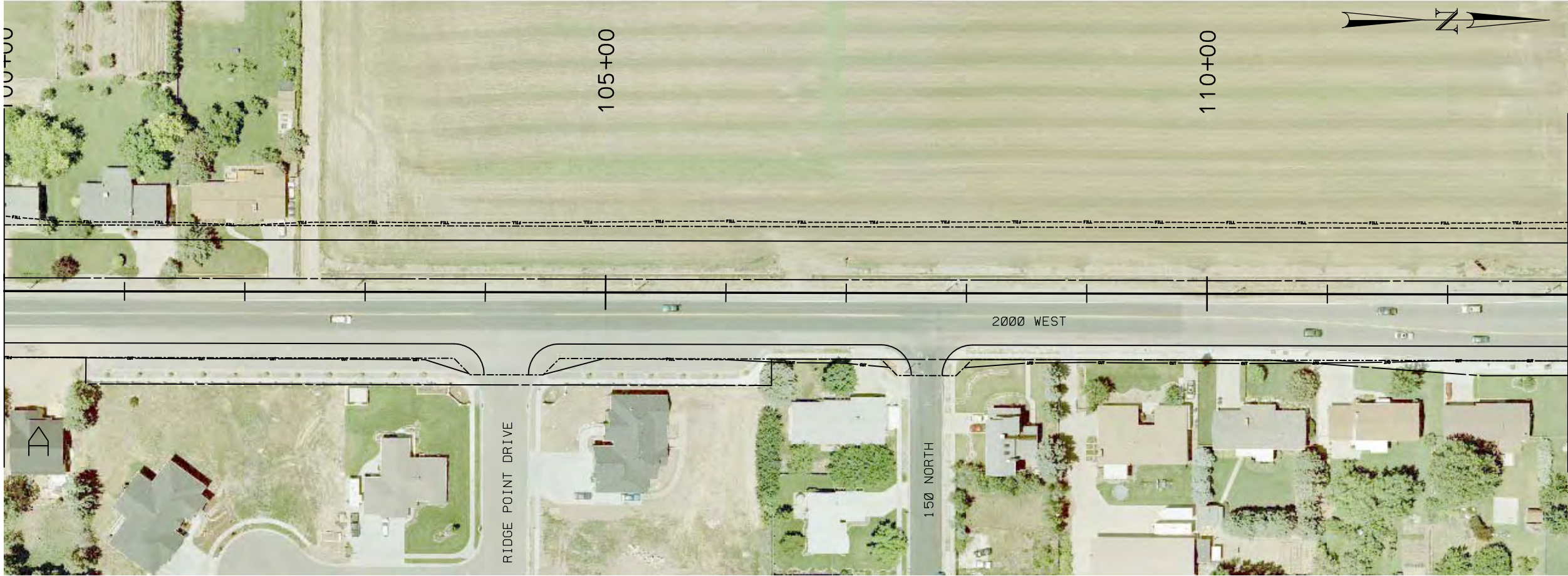
SEE SHEET 6 OF 37
MATCH LINE STATION 87+00



4(F) ALTERNATIVE



SEE SHEET 7 OF 37
MATCH LINE STATION 100+00



MATCH LINE STATION 113+00
SEE SHEET 9 OF 37

WEST ALTERNATIVE

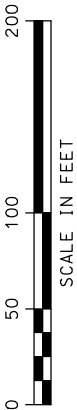
SEE SHEET 7 OF 37
MATCH LINE STATION 100+00



MATCH LINE STATION 113+00
SEE SHEET 9 OF 37

4(F) ALTERNATIVE

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IMPACT STATEMENT



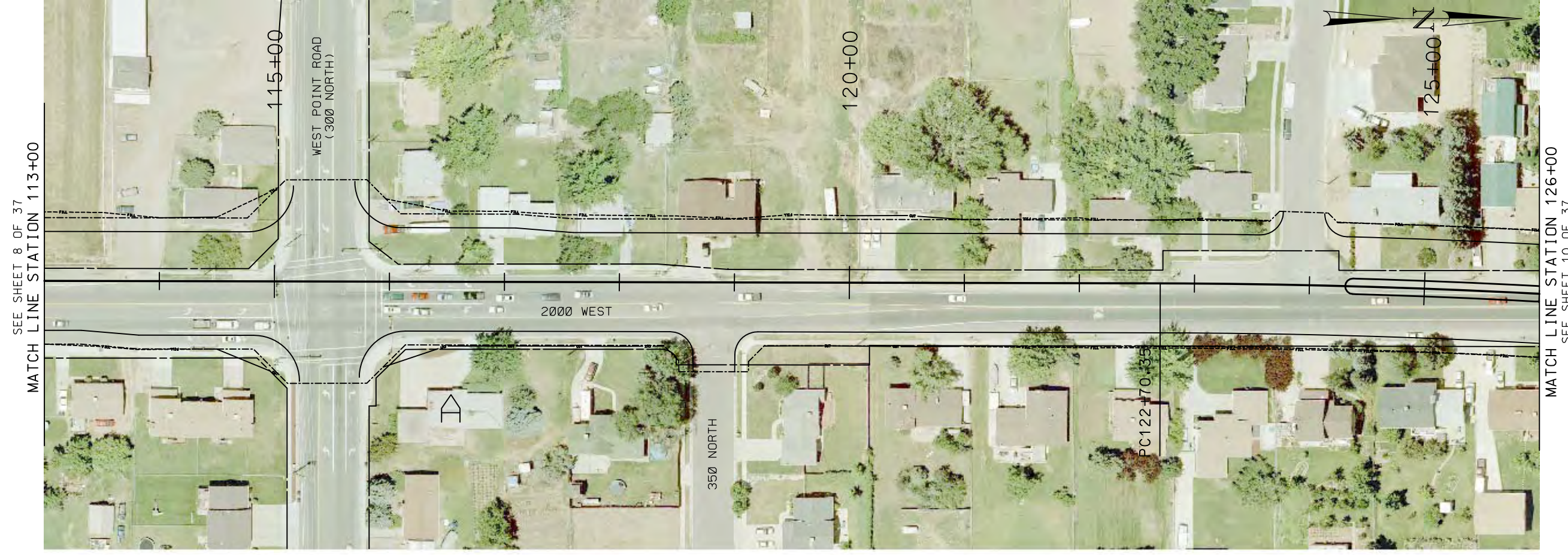
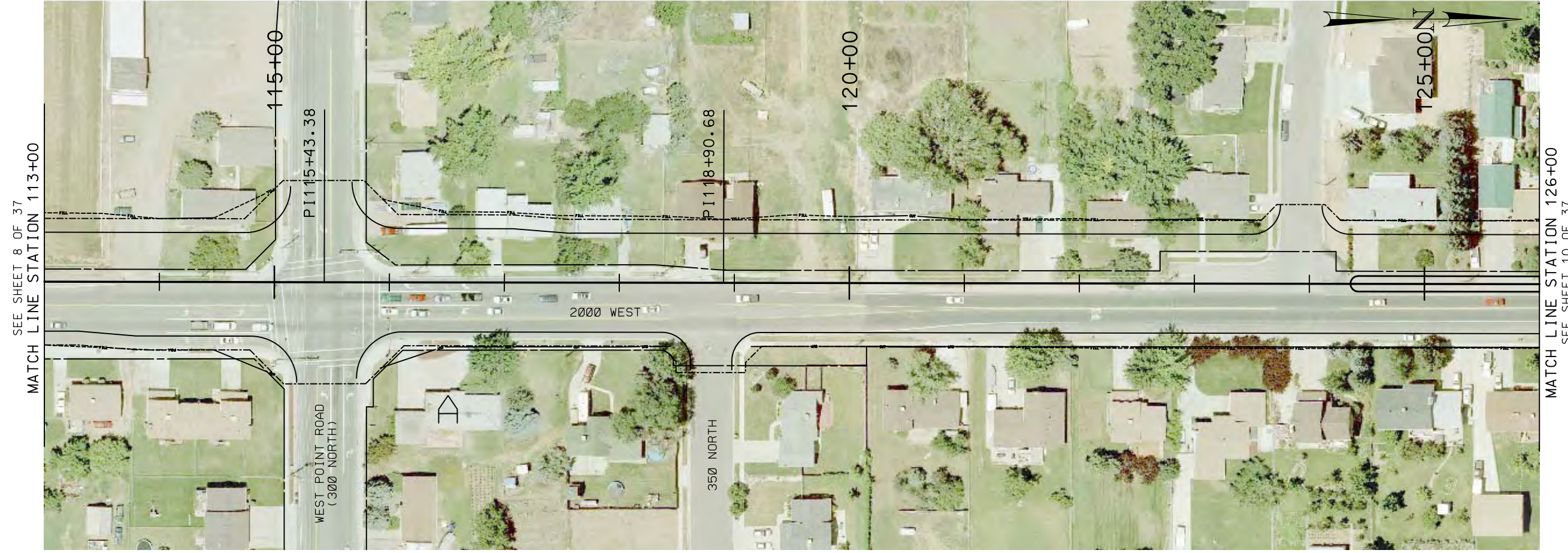
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ROADWAY ALTERNATIVES

FIGURE NO.

SHEET

8 of 37



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0 50 100 200
SCALE IN FEET

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ROADWAY ALTERNATIVES

FIGURE NO.

SHEET

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